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**Ventura County Transportation Commission:** Keith Millhouse, Noorpark

## MEETING OF THE

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**Thursday, March 17, 2005**

**10:00 a.m. – 11:30 a.m.**

## SCAG Offices

**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**San Bernardino Conference Room**

**Los Angeles, CA 90017**

**(213) 236-1800**

## Video Conference Location

SCAG Inland Empire Office

3600 Lime Street, Suite 216

Riverside, CA 92501

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Sina Zarifi at (213) 236-1853 or [zarifi@scag.ca.gov](mailto:zarifi@scag.ca.gov).

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# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

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ITEM		PAGE #
1.0	<b><u>Call to Order and Introductions</u></b>	Chair Doug Kim, LACMTA
2.0	<b><u>Public Comment Period</u></b> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to staff before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.	
3.0	<b><u>Consent Calendar</u></b>	
3.1	<b><u>Approval of Meeting Minutes from February 17, 2005</u></b> <b><u>Attachment</u></b>	1
4.0	<b><u>Discussion Items</u></b>	
4.1	<b><u>Goods Movement Policy Paper</u></b> <i>(Continued from the previous meeting)</i> <i>Report is available on the web at</i> <i><a href="http://www.scag.ca.gov/goodsmove/reportsmove.htm">www.scag.ca.gov/goodsmove/reportsmove.htm</a></i>	Nancy Pfeffer, SCAG
4.2	<b><u>RTP Planning and Modeling Assumptions</u></b> <b><u>Attachment</u></b>	Philip Law, SCAG
4.3	<b><u>Update on New Benchmark Employment Data and Implications for RTP Growth Forecast</u></b> <i>Staff will present employment trends from 1990 to 2004 based on recently released benchmark data from the California Employment Development Department (March 2, 2005).</i>	Simon Choi, SCAG
4.4	<b><u>Base Year 2003 Employment Distribution</u></b>	Frank Wen, SCAG
4.5	<b><u>RTP Goals, Policies, and Performance Measures</u></b>	Sina Zarifi, SCAG
5.0	<b><u>Staff Report</u></b>	
6.0	<b><u>Comment Period</u></b> Any Committee member, member of the public, or staff desiring to comment on items not covered on the agenda may do so at this time. Comments should be limited to three minutes.	

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

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### ITEM

### PAGE #

7.0 **Next Meeting Date & Adjournment**

The next meeting date is Thursday, April 21, 2005, 10 a.m. to 11:30 a.m..

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## **MINUTES** for February 17, 2005

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The following minutes are a summary of the Plans & Programs Technical Advisory Committee (TAC) meeting. Audio cassette tapes of the actual meeting are available for listening at SCAG's office.

### **1.0 Call to Order and Introductions**

The Vice Chair Mr. Richard Marcus, OCTA, called the meeting to order. Introductions were made.

### **2.0 Public Comment Period**

There were no comments.

### **3.0 Consent Calendar**

#### **3.1 Approval of Meeting Minutes from January 31, 2005**

The meeting minutes were approved.

### **4.0 Discussion Items**

#### **4.1 SCAG Committees and Task Forces**

At the TAC's request from the previous meeting, Mr. Sina Zarifi and Ms. Barbara Dove, SCAG, provided an overview of SCAG's current committees and task forces. Ms. Dove explained that the Regional Council annually reviews the status, membership, and participation of each committee, typically at the General Assembly.

In response to a question from Ms. Gail Shiimoto-Lohr, OCCOG, Mr. Rich Macias, SCAG, stated that the TAC would be the forum for the technical review of the growth forecast.

The TAC discussed the need for a Highway Task Force or some forum for the discussion of highway-specific issues, and requested that staff bring this forward to SCAG management and return with an update at the next TAC meeting.

#### **4.2 Intercounty Coordination Issues**

Mr. Eric Carlson, LACMTA, gave a presentation on the status of LACMTA's effort to update its Long Range Transportation Plan (LRTP). Given the budget situation, it is anticipated that this will be a minor update of the LRTP. A draft document is

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## **MINUTES** for February 17, 2005

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expected for release by December 2005. Mr. Carlson stated that the additional half-cent sales tax measure associated with SB 314 would likely not be included in the “constrained” portion of the LRTP, but rather the “strategic” portion.

Mr. Richard Marcus, OCTA, provided an update on the status of the CenterLine project and the Measure M extension. At a recent meeting, the OCTA Board put the CenterLine on hold and gave its staff 13 weeks to review the project and return with possible replacement projects. OCTA recognizes its status as a TCM and the implications involved with replacing the project. Measure M ends in 2011, and OCTA is likely to go to the voters for an extension in November 2006. As the Measure M extension is not in the 2004 RTP, it would have to be included in the 2007 RTP. OCTA will incorporate the Measure M extension into the update of its Long Range Plan which should be completed in June 2006. Mr. Marcus stated this would fit in well with the regular timeline for the 2007 RTP, which would have a Draft out around the November time frame. Mr. Marcus will return at a future meeting with a more detailed discussion of the OCTA Long Range Plan.

### 4.3 Linkage Between Growth Forecast and Transportation Strategies in 2004 RTP

Mr. Frank Wen, SCAG, gave a presentation on the linkages between the growth forecast and the transportation strategies in the 2004 RTP. A handout was provided. Mr. Wen stated that there are important linkages that will be carried forward into the current RTP effort, and there are also new trends that are important and should be addressed. Mr. Wen stated that long-term forecasts allow us to envision changes in behavior, income, and age structure over the next 30 years, and are important inputs to regional planning efforts and policy discussions.

Mr. Wen reviewed the growth forecast process. For the current effort, staff will come to the TAC regarding adjustments to the 2004 forecast. Around June this year, staff will conduct a demographic and economic experts review of the revised forecast at the regional and county levels. Local review will occur during the early part of next fiscal year and CEHD will oversee the process.

Mr. Wen discussed the major themes of the 2004 RTP growth forecast—diversification and aging. The population growth expected in the next 25 to 30 years will come predominantly from second- and third-generation Hispanic and Asian populations. This is important, as recent immigrants and native-born residents tend to have different socioeconomic status and behavior patterns, such as housing preference and mode choice. At the same time, there are constraints from the job market—average wages in the SCAG region continue to decline relative to other metropolitan areas. In terms of aging, older individuals earn less

## **MINUTES** for February 17, 2005

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money, spend their money differently, and have different travel needs, with implications for the revenue forecast and transportation planning. The current model improvement effort is expanding the number of variables in the model to include elderly and Hispanic households.

Recent trends suggest a jobless recovery in the economy. Staff will continue to evaluate whether this is a permanent situation that will come into play for the next growth forecast.

Mr. Wen next discussed the growth visioning assumptions of the 2004 RTP forecast and the impacts of the \$60 billion in private sector investment on job and household growth in the region. In response to a question, Mr. Wen stated that while historical growth trends capture the effects of the RTP's public sector finance strategy, they would not capture the impact of the private sector investment. Staff used SCAG's input-output model, which is conservative in its job creation estimates, and also made adjustments to reflect the temporary nature of some of the jobs created.

#### 4.4 Update on the RTP Schedule

Mr. Naresh Amatya, SCAG, stated that the TAC's concerns regarding the acceleration of the RTP schedule were brought forward at the Feb. 3<sup>rd</sup> TCC meeting. The TCC directed to staff to begin work on the RTP update, continue monitoring the need to do an early update or amendment, and report back with a specific recommendation at the March meeting.

Mr. Amatya stated that federal planning regulations require the update of the RTP every three years, but do not prohibit an earlier update. The main reason for accelerating the schedule is from the perspective of protecting the integrity and consistency of the plan. The magnitude of any inconsistency must be weighed, along with the potential for legal challenges, before any decision is made. No single issue would likely warrant an accelerated schedule, but the cumulative impacts of various issues could.

Mr. Amatya presented a schedule of various related planning activities, including the 2006 STIP, 2006 RTIP, 2007 AQMP/SIP, and OCTA's Measure M and Long Range Plan.

Mr. Amatya stated that, while it is too early to tell definitively if an accelerated schedule is needed, staff still has to allow itself enough time and resources to do so if necessary. Therefore, the proposed RTP schedule is to condense the steps looking at goals and objectives, planning assumptions, baseline growth forecast,

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## **MINUTES** for February 17, 2005

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and so forth into the earlier part of this year in order to allow us enough time to accommodate an early update by mid-summer 2006. To that end, staff would have to make a definitive decision by winter 2005 regarding an early update.

Mr. Ty Schuiling, SANBAG, stated that the approval of a true 8-hour ozone SIP and PM 2.5 SIP by the federal agencies is likely to occur in the summer of 2007, causing SCAG to have to update its RTP conformity determination within 2 years after plan adoption in April 2007.

In response to a question, Mr. Amatya stated that an early RTP update would not allow enough time to take advantage of all of the model improvements that are currently under way, such as the expanded zone system. However, we can still take advantage of new data that is available for the early update. Staff is proceeding with the model improvements in parallel, and should an early update not be necessary, staff can use the full model improvements.

Mr. Steve Lantz, SCRRA, stated that the conservative approach would be to update the RTP only when the regulations required, and to spend as much time up to that point getting the best model, best range of projects, and incorporating the local plans. Accelerating the schedule increases the risks without any benefits.

Mr. Hasan Ikhata, SCAG, acknowledged the TAC's concerns and stated that staff is awaiting a legal determination regarding what the regulations say about the need to do an early update given the budgetary circumstances. It is likely that we will adopt in 2007, but staff is taking steps to be prepared for an earlier update.

Mr. Schuiling stated that by suggesting we're keeping open the option for an accelerated schedule, we're sending the message that we can do a credible job within the shortened time frame. Instead, we should send that message that we are going to stick to the regular schedule and take a measured approach in using the best available data and tools to resolve a complicated, challenging issue.

#### 4.5 TAC Work Program

Mr. Sina Zarifi, SCAG, briefly introduced the proposed work program for the TAC and asked for input from committee members. Mr. Ty Schuiling, SANBAG, stated that the work program currently shows the TAC reviewing the revenue forecast in June 2005, but the STIP fund estimate will not be adopted by then. Mr. Richard Marcus, OCTA, asked Mr. Zarifi to return with the full report at the next meeting.

#### 4.6 Goods Movement White Paper

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## **MINUTES** for February 17, 2005

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Mr. Philbert Wong, SCAG, briefly presented the goods movement white paper, which was developed collaboratively by SCAG, the county transportation commissions, ports, railroads, and other stakeholders and is now called the Southern California Regional Strategy for Goods Movement: A Plan for Action. The report has been sent to Secretary Sunne McPeak of the Business, Transportation, and Housing Agency, and is also posted on the SCAG website. Mr. Richard Marcus, OCTA, asked Mr. Wong to return with the full report at the next meeting. Mr. Ty Schuiling, SANBAG, commended Nancy Pfeffer for leading the effort to develop the paper.

### 4.0 **Staff Report**

There was no staff report.

### 5.0 **Comment Period**

There were no comments.

### 6.0 **Next Meeting Date & Adjournment**

The TAC selected March 17, 2005 as the next meeting date.



# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## **MINUTES** for February 17, 2005

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### **Attendance**

<b>Name</b>	<b>Agency</b>
Eric Carlson	LACMTA
Lou Cherene	City of Los Angeles
Deborah Diep	CSU Fullerton
Paul Fagan	Caltrans-District 8
Dana Gabbard	So. Calif. Transit Advocates
Greg Herrmann	City of Burbank
Jack Humphrey	Gateway Cities COG
Brian Kuhn	City of Palmdale
Steve Lantz	SCRRA
Ken Lobeck	RCTC
Kai Luoma	City of Santa Clarita
Richard Marcus	OCTA
Catherine McMillan	CVAG
Miles Mitchell	LADOT
David Mootchnik	So. Calif. Commuters Forum
Tracy Sato	City of Anaheim
Ty Schuiling	SANBAG
Arnold Sherwood	University of California ITS
Gail Shiomoto-Loehr	Orange County COG
David Sosa	Caltrans-District 7
Jim Stewart	SCCED
Ron Taira	OCTA
Tony Van Haagen	Caltrans-District 7
Carla Walecka	Transportation Corridor Agencies
<b><i>Via audio/video conference</i></b>	
Kevin Viera	WRCOG
Jeff Weir	CARB

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### **SCAG Staff**

Naresh Amatya	Annie Nam
Lynn Harris	Sylvia Patsaouras
Hasan Ikhata	Bernice Villanueva
Philip Law	Frank Wen
Rich Macias	Sina Zarifi

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# MEMO

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**DATE:** March 17, 2005

**TO:** PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

**FROM:** Philip Law, Associate Regional Planner  
213-236-1841, law@scag.ca.gov

**RE:** RTP Planning and Modeling Assumptions

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A number of modeling and planning assumptions form the underlying basis for much of the technical analysis of the Regional Transportation Plan (RTP). These assumptions are presented for the TAC's review and discussion.

## **2007 RTP: Base Year and Horizon Year**

The Base Year represents the current conditions against which future scenarios are compared. It is also the year for which the regional travel demand model is validated against empirical data. Staff recommends using 2003 as the Base Year, as the most current empirical data available, including ground counts for the model validation, are from that year.

The RTP is required to have a minimum 20-year planning horizon (23 CFR 450.322). The Horizon Year of the 2004 RTP is 2030, and staff recommends maintaining 2030 as the Horizon Year for the 2007 RTP.

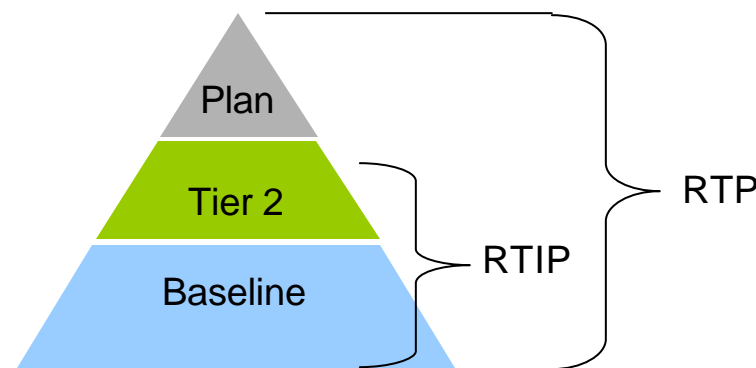
## **2007 RTP: No Project Scenario**

The No Project scenario represents the future condition that would occur if no RTP were implemented. It is the baseline scenario against which alternative plan scenarios are compared. For regional emissions analysis, federal regulations (40 CFR 93.119) define the baseline scenario as the future transportation system that will result from current programs, including the following:

- (1) All in-place regionally significant highway and transit facilities, services and activities;
- (2) All ongoing travel demand management or transportation management activities; and
- (3) Completion of all regionally significant projects, regardless of funding source, which are currently undergoing right-of-way acquisition (except for hardship acquisition and protective buying); come from the first year of the previously conforming transportation plan and/or TIP; or have completed the NEPA process.

SCAG's adopted Regional Transportation Improvement Program (RTIP) is the listing of capital improvement projects that provides the basis for developing the No Project scenario. Under the accelerated RTP schedule, the 2004 RTIP would be the most current document available for developing the No Project scenario. However, the 2006 RTIP is expected to be adopted by SCAG in August 2006 and approved by the federal agencies in October 2006. If SCAG decides against pursuing an accelerated RTP, then there would be sufficient time to use the 2006 RTIP to develop the No Project scenario. In either case, June 2005 would be the cut-off date for NEPA approval. RTIP projects with NEPA approval by June 2005 would satisfy the third criteria identified above and be included in the No Project scenario.

As was done in the 2004 RTP, all of the remaining RTIP projects that are not included in the No Project scenario—called Tier 2 projects—are assumed to be committed and will be given funding priority before other Plan projects, as illustrated in the following diagram.



## Assumptions Used in the 2004 RTP Modeling Analysis

The following assumptions are used in the 2004 RTP and are included in the RTP Technical Appendix E – Transportation Conformity. As these assumptions are updated and revised for the 2007 RTP, they will be brought forward for the TAC's review in future meetings.

### Home-Based Work Person Trip Reductions

The 2004 RTP assumes reductions in home-based work trips as a result of increases in work at home (home-based business) and telecommute. Annual growth rates in work at home and telecommute were determined using Current Population Survey data from the Bureau of Labor Statistics for 1990, 1991, and 1997, as shown below.

# MEMO

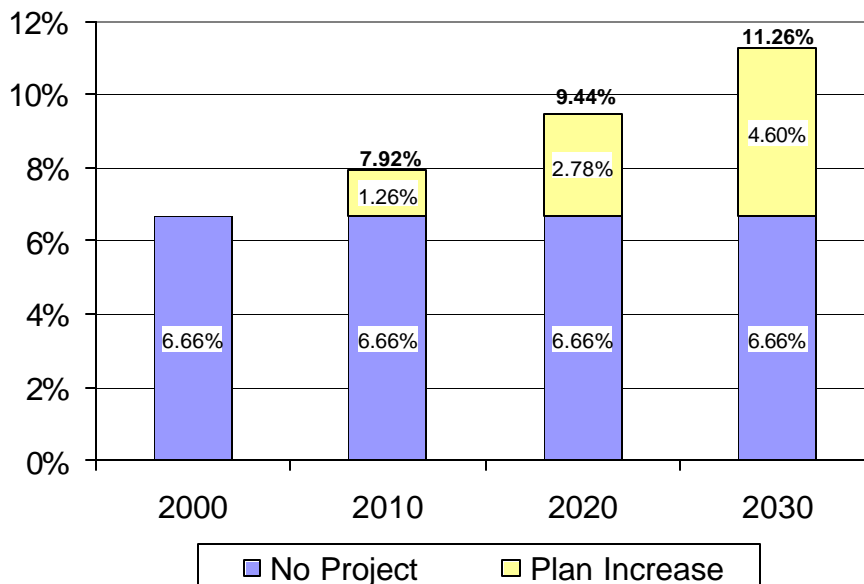
## Work at Home and Telecommute Rates

As a Percentage of Home-Based Work Trips (Source: *Current Population Survey*)

	1990	1991	1997	Annual Compound Growth
Work at Home (Home-Based Business)	2.70%	--	3.12%	2.1%
Telecommute	--	2.95%	3.20%	1.4%
Total			6.32%	

The No Project scenario assumed no future increase in work at home or telecommute after 2000, while the Plan scenario assumed the annual growth rates would continue through 2030 due to investments in Transportation Demand Management programs.

## Home-Based Work Person Trip Reductions Due to Work at Home and Telecommute



## Drive-Along Trips Shifted to Vanpools and Jitneys

The 2004 RTP Plan scenario assumes 0.8% of drive-alone trips will shift to vanpools due to investments in Transportation Demand Management programs. The vanpools are assumed to have 12 persons per van and are assigned to the highway network. The Plan scenario also assumes 0.2% of drive-alone trips will shift to jitneys. The No Project scenario assumes no shifting of drive-alone trips to vanpools and jitneys.

# MEMO

## Drive-Alone Trips Shifted to Transit

The 2004 RTP Plan scenario assumes drive-alone trips will be shifted to transit as a result of planned transit restructuring (hub-and-spoke concept) in Los Angeles County, and planned transit service improvements and expected impacts from growth visioning strategies in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The No Project scenario assumes no shifting of drive-alone trips to transit.

### **Drive-Alone Trips Shifted to Transit**

County	Trip Types (Except School Trips)	2010	2020	2030
LA	All Types	1.50%	1.50%	1.50%
OR	All Home-Based Trips	0.25%	0.38%	0.50%
RV		0.10%	0.18%	0.25%
SB		0.30%	0.45%	0.60%
VE		0.20%	0.30%	0.40%

## Motorized Trips Shifted to Non-Motorized Modes

The 2004 RTP Plan scenario assumes 1% of motorized trips will shift to non-motorized modes due to planned investments in non-motorized facilities and expected impacts from growth visioning strategies. The No Project scenario assumes no shifting of motorized trips to non-motorized modes.

## Intelligent Transportation Systems (ITS)

The 2004 RTP Plan scenario assumes a 10% improvement in the bus speed curve due to planned investments in ITS. However, the practical capacities on freeways and major arterials were not increased to reflect improved traffic flow due to ITS. The No Project scenario assumes no improvements due to ITS.

## Auto Operating Cost

SCAG modeling staff calculated the year 2000 auto operating cost as 10.51 cents per mile (in 1989 dollar value), and the year 2005 auto operating cost as 12.76 cents per mile (in 1989 dollar value). The methodology is detailed in the 2000 Model Validation Report. The cost is based upon the average fuel cost per mile (using data from the California Energy Commission) and the average cost per mile for repairs, maintenance, tires, and accessories (using data from the General Services Administration and the National and Southern California AAA). Auto operating costs are assumed to remain constant between 2005 and 2030.

## Transit Fares

Transit fares were estimated based upon cash fares (including discounts to students, the elderly, and the disabled), monthly passes for initial boardings and transfers, and the average effective express and rail zone charges for both cash and pass users. Fares are assumed to remain constant between 2000 and 2030.

# MEMO

## **Transit Fares by Operator** *(in 1997 dollar value)*

Fare Type	MTA	OCTA	Others
Base Fare (cents)	73.9	72.0	72.0
Line Haul (cents/mile)	6.8	6.8	6.8
Transfer (cents)	29.5	6.0	6.0

## **Toll Road Costs**

The effect of toll charges on the region's toll roads are incorporated into the highway assignment portion of the regional travel demand model. The toll cost is converted to a time value and added to the appropriate toll links in the network. The tolls are assumed to remain constant between 2000 and 2030.

## **Toll Road Costs** *(in 1996 dollars)*

Toll Road	Peak Period Toll Cost	Off-Peak Period Toll Cost
SR-91	\$2.75	\$0.82
SR-73	\$0.15/mile	\$0.075/mile
SR-133	\$0.15/mile	\$0.075/mile
SR-241	\$0.15/mile	\$0.075/mile